

overseas with the terrorist attack yesterday, if it can happen in Dhahran, Saudi Arabia, it can happen even more easily at an open Pennsylvania Avenue, 1600 Pennsylvania Avenue.

I thank the Senator for his thoughtful comments and remarks.

Mr. WARNER. I thank my colleague.

Also, I feel the President of the United States, President Clinton, has addressed thus far this tragedy in Dhahran in an exemplary manner. He has dispatched all known resources in this country to analyze how this could have happened, and I was told by the Department of Defense a short time ago, every possible means of medical care and logistics are en route by air to the scene to help those many, many who are still suffering in the hospital.

EXHIBIT 1

[From the Washington Post, June 25, 1996]

KEEP THE AVENUE CLOSED

(By William T. Coleman, Jr.)

When the Secret Service first described to us its proposal to eliminate vehicular traffic from two busy blocks of Pennsylvania Avenue, I and the five other persons serving as outside advisers to the Treasury Department's White House Security Review were dead set against it. We were all well aware that the presidency carries with it inevitable risks: Certainly, this president has been far more vulnerable on his two trips to the Middle East than he would ever be in the White House.

Moreover, as longtime Washington area residents and commuters, we were concerned about the effects on the city. We were also mindful of the public's possible reaction to restricting access to the people's house, and with this in mind, we consulted three of the four living former presidents.

But in the final analysis—and unfortunately much of that analysis cannot be made public because it concerns sensitive security matters—it became clear to us: The evidence unequivocally established that the No. 1 threat to the president in the White House, and to all those who work and visit there, would be an explosive-laden truck driven right up to the White House gates. A limousine, a large car, a station wagon, a bus would also have the capacity to carry such dangerous devices. And in fact all of these vehicles have been used to deliver explosives in one place or another in the world.

Surely those clamoring for the reopening of Pennsylvania Avenue to vehicular traffic cannot believe that the risks are imaginary [editorial, May 22; op-ed, June 8]. The increase in fanatical terrorism, foreign and domestic, the availability of powerful explosives and the proliferation of information explaining how to build explosive devices yield a potent mix that can no longer be ignored.

The recommendation we finally made to the Treasury Department was based on the realization that failure to adopt the Secret Service's proposal would undercut the service's responsibility to protect the first family and the government's responsibility to protect the people who visit or work in or near the White House.

Eliminating vehicular traffic from those two blocks of Pennsylvania Avenue was not a response to any of the specific events that precipitated the review. That is to say it was not intended simply to prevent another plane crash or an assault by a gunman. Our mandate from the beginning was to review all aspects of White House security. In fact our recommendation and Secretary Robert Rubin's decision were made prior to the trag-

ic incident in Oklahoma City. But that tragedy, as well as the earlier bombing of the World Trade Center, painfully underscored the reality we must face.

Having served as secretary of transportation in the Ford administration, I was especially concerned about the transit implications of this act. So were the other advisers. All six of us racked our brains, our imaginations and our experience to come up with a solution that would keep some vehicular traffic on that segment of Pennsylvania Avenue. In the end, however, we determined that there was no feasible way to do it.

Nevertheless, the White House remains one of the most accessible executive residences and offices in the Western World. While the avenue is closed to motor vehicles, it is more open than ever to pedestrians. (And I do sense a weakness in the critics' argument that barring vehicles limits or thwarts the chances of out-of-town visitors to see the White House. I doubt that many who visit Washington to see the president's home content themselves with merely passing by in a car, tax or bus.)

The security situation changes, and not always for the worse. American schoolchildren, for example, no longer have to go through drills to prepare for nuclear attack. On the other hand, we all now take for granted metal detectors at airports, and are becoming accustomed, reluctantly, to presenting photographic identification before boarding a plane. In the 1980s, access to the Capitol, the home of the people's Congress, was restricted to pedestrians in response to threats of Libyan-sponsored terrorism. Then as now, many Washingtonians grumbled about the traffic disruption, and complained that the deployment of Jersey barriers created a concrete perimeter around the Capitol grounds. We now take that change for granted.

The Jersey barriers currently blocking Pennsylvania Avenue are indeed unsightly. But they are temporary measures, to be employed only until a permanent redesign can be accomplished. The Park Service's proposed design shows that protecting the White House will not require unsightly barricades. The federal government should move quickly to implement a permanent plan.

Although only a handful of individuals will know the specific facts underlying our recommendation, anyone who reads the newspapers or watches television news will recognize that Secretary Rubin made the right decision.

ADMIRAL BERNARD A. CLAREY REMEMBERED

Mr. WARNER. Mr. President, America lost a great hero this week. That was Admiral Bernard A. Clarey, former Commander in Chief of the Pacific Fleet. I ask unanimous consent to have printed in the RECORD at the conclusion of my remarks the New York Times article detailing his extraordinary career.

The PRESIDING OFFICER. Without objection, it is so ordered.

(See exhibit 1.)

Mr. WARNER. Mr. President, when it was my privilege to serve in the Department of Defense between the years 1969 and 1974 in the posts of Under Secretary and Secretary of the Navy, Admiral Clarey was Vice Chief of Naval Operations. The No. 2 man under the CNO, who at that time was Adm. Thomas Moorer; Admiral Clarey subse-

quently was transferred, and I had the privilege of cutting his orders, to the position of Commander in Chief of all U.S. Forces in the Pacific, one of the most important commands. Admiral Zumwalt had become the CNO, and together we decided that Admiral Clarey was the best qualified flag officer in the Navy to take on this post at the time of the very serious conflict in Vietnam.

I had the privilege of working very closely with this distinguished naval officer in both his capacity as Vice Chief and as Commander in Chief of the Pacific Forces. I say with the greatest humility that I looked upon him as one might look upon an older brother. He was an extraordinary man, decorated with the second highest decoration of the United States Navy, the Navy Cross, in three separate instances, for his heroism during World War II, and he earned his distinguished naval record ever since graduating from the U.S. Naval Academy in 1934.

I remember so well in the fall of 1972, during a very intense period of the war in Vietnam, I, as Secretary, went out to, as we called it in those days, "West Pac," with Admiral Clarey. We proceeded to the theater of operations in Vietnam. We stopped several times inland, and then we proceeded to visit each of the ships off the coast of Vietnam in a period of 72 hours. My recollection is that we visited some 24 ships, being lowered by helicopter onto the deck of each ship to make our brief inspection, but mainly to commend the sailors for their service to country and the cause of freedom. We then completed our trip and returned to the United States.

I recall very vividly that we participated in a Christmas service offshore on the bow of one of our larger cruisers, which at that very moment was conducting operations to rescue airmen who had been shot down during the night in bombing missions.

Admiral Chick Clarey was a man whom I shall always identify as the epitome of what every sailor aspires to be. His wife, Jean, was wonderful with him—no finer Navy Wife ever existed. I pay him his final salute as he goes on to his just rewards.

I yield the floor.

EXHIBIT 1

[From the New York Times]

FORMER PACIFIC FLEET COMMANDER DIES

Adm. Bernard A. Clarey, a former vice chief of naval operations who commanded America's naval might in the Pacific as the country sought to extricate itself from the quagmire of war in Indochina, died on Saturday at Tripler Hospital in Honolulu. He was 84 and lived in Honolulu, where he retired in 1973 as commander in chief of the Pacific Fleet.

The cause was a heart attack, his family said.

In 1968, President Lyndon B. Johnson gave Clarey his fourth star and appointed him vice chief, the No. 2 spot in the Navy's uniformed hierarchy. But when Adm. Elmo R. Zumwalt became chief of Naval Operations two years later, he chose his own closest

aides and Clarey assumed the Pacific command in Hawaii.

It was a familiar duty station for Clarey, who had survived the attack on Pearl Harbor as executive officer on the submarine Dolphin. But now, in December 1970, he took charge of the entire Pacific Fleet, including its vessels off Vietnam and naval-air operations over North Vietnam.

The assignment put him in a sensitive position. American military strength in the war had peaked at nearly 550,000 in 1969; the country was racked by mass demonstrations and peace negotiations in Paris proceeded fitfully despite the raids on the North. And racial conflict aboard the Pacific Fleet led to a congressional inquiry.

Bernard Ambrose Clarey was born in Oskaloosa, Iowa, and graduated from the Naval Academy in 1934. He trained at Submarine School in New London, Conn., in the late 1930s.

After his baptism of fire at Pearl Harbor, he went on a war patrol in the Marshall Islands aboard the Dolphin. Rising in rank and command, he continued on patrol duty in various parts of the Pacific and was one of the early commanders in the highly damaging forays against Japanese shipping late in the war. He was awarded three Navy Crosses for valor.

He was back in combat in the Korean War as executive officer on the heavy cruiser Helena, earning a Bronze Star. Further duty tours took him to Washington, back to Pearl Harbor, and to Norfolk where he planned NATO training exercises and took part in high-level conferences.

Recalled to the Pentagon in 1967, he served as director of Navy Program Planning and Budgeting in the Office of Chief of Naval Operations until his appointment as vice chief the next year.

After his retirement from the Navy he worked as vice president of the Bank of Hawaii for Pacific Rim Operations.

Clarey is survived by his wife of 59 years, Jean Scott Clarey; two sons, Rear Adm. Stephen S. Clarey, retired, of Coronado, Calif.; and Michael O. Clarey, of Scarsdale, N.Y.; a brother, William A. of Peoria, Ill.; a sister, Janice Bracken of Paramus, N.J.; five grandchildren, and one great-granddaughter.

THE BOMBING OF THE UNITED STATES MILITARY BASE IN SAUDI ARABIA

Mr. ABRAHAM. Mr. President, I rise today to express my sincere condolences to the families and friends who lost their loved ones in the horrible terrorist act which took place at the Khobar Towers housing facility in Dhahran, Saudi Arabia. My prayers and thoughts are with the victims and with those who lost their loved ones or who had their loved ones injured by this terrorist attack. And, like every Member of this Senate, I am fully supportive of United States and Saudi cooperative efforts to ensure that those terrorists who committed this crime will be apprehended and prosecuted to the full extent of the law.

Our top priority today and always ought to be the protection and safety of all the citizens of our country wherever they may reside or are stationed. We are all very proud of the American servicemen and women who serve and represent our country all over the world. We must do everything we rightfully can to prevent future

tragedies of this sort and to see to it that the perpetrators of this terrible act are brought to justice.

When incidents like this occur, we in the United States become acutely aware of the highly sensitive position that we, as Americans, are often in at home and abroad. Whether it is a foreign or domestic terrorist, we must unfortunately take extra precautions and institute extra security measures to protect ourselves.

The administration has greatly emphasized how the Saudi Government has acted with urgency and professionalism in assisting with our response to this tragedy. I believe this highlights the deep and significant relationship the United States does have, and must continue to maintain with the Saudi Government, bilaterally, and in conjunction with our other gulf allies. Just as the United States has steadfastly refused to bow to terrorism, so to must we preserve and sustain this critical bilateral relationship in order to continue to fight against terrorism.

IN HONOR OF T.H. BELL, FORMER SECRETARY OF EDUCATION

Mr. BENNETT. Mr. President, today in Utah, memorial services will be held in Salt Lake City for Terrel Howard Bell, who passed away on Saturday. Since I cannot be there, I would like to make a few remarks to honor him. While he is best known inside the beltway as the Secretary of Education in the Reagan Administration, his time in Washington comprised only a small period of a lifetime of dedication to education.

The words, "A Nation at Risk" mark the legacy of T.H. Bell. Commissions come and commissions go in Washington. Most have long been forgotten. However, I believe most of us would recognize the blunt assessment of American education contained in the report by The National Commission on Excellence in Education, the creation of then Secretary T. H. Bell:

Our Nation is at risk. Our once unchallenged preeminence in commerce, industry, science, and technological innovation is being overtaken by competitors throughout the world. . . .

...[T]he educational foundations of our society are presently being eroded by a rising tide of mediocrity that threatens our very future as a Nation and a people. . . . If an unfriendly foreign power had attempted to impose on America the mediocre educational performance that exists today, we might well have viewed it as an act of war. As it stands, we have allowed this to happen to ourselves.

This warning got the attention of America and started the wheels of reform moving.

The life of T.H. Bell was marked by an interest and passion for education. He believed that anybody who got a good education could accomplish whatever they wanted. This belief drove him to spend his life working to ensuring a good education was provided in public

schools first in Idaho, Wyoming, Utah, and then the entire United States.

His belief in opportunity was not a mere philosophy based on a good idea he had read about, but was based on his own life experiences. He was born in Lava Hot Springs, Idaho in 1921. His father died in a mining accident when he was 8, and his mother, left penniless during the Depression, supported the family and they never did have much. Attending college, while his dream, was not a foregone conclusion given the financial challenges he experienced growing up.

In his own words, he shared his uncertainty about succeeding in college:

When my senior year in high school came along, my mother had succeeded in her long campaign to get me to make the impossible happen. I was going to leave Lava Hot Springs for college. Since we had no money at all, I was compelled to attend Albion State Normal School, a teachers training institution, but my love of my hometown school made it easy for me to accept that necessity. If I could make it, I was going to be a teacher. So I hoped as I labored, full of doubts and fearful of the possibility of failure. . . .

Each term I attended seemed likely to be my last. My borrowed textbooks, threadbare clothing, skimpy meals, and constant apprehensiveness that I was not college material caused me—indeed drove me—to study with a dogged passion and urgency.

He attended Albion State Normal School, beginning in 1940. After serving in the Marines during World War II, he became a high school science teacher. At age 25, he became superintendent of schools in Rockland, ID. He also held that position in Afton, WY, and Ogden, UT. He then served as Utah's state schools chief from 1963 to 1970, and then moved on to Washington, DC, to work in education under President's Nixon and Ford as Deputy Commissioner and then Commissioner of Education in the Department of Health, Education, and Welfare.

He took office as President Ronald Reagan's Education Secretary in 1981, where the landmark report, "A Nation at Risk" was issued. His strong belief in State and local control of schools was often misunderstood, given his view that the Federal Government should provide some leadership role in education reform.

After leaving his post as education chief in 1985, he established a nonprofit consultant group focusing promoting academic excellence at middle schools, and co-authored "How to Shape Up Our Nation's Schools." T.H. Bell died in his sleep on Saturday. He was 74.

T.H. Bell worked to ensure the opportunity for a quality education was open to all, and with it, the hope of a better life, just as it had been opened to him. I would like to conclude my remarks, using his own words:

My life would have been a great void had it not been for that public school in Lava Hot Springs staffed by caring teachers who treasured their jobs. From them I learned that I could learn. I learned as well that the joy of understanding surpasses all else. . . .

To look into a test tube, to marvel for the first time at a chemical reaction swirling